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I am now furnishing the new United States Post-Office in Richmond with granite the beauty and quality of which was passed upon by government engineers and experts before contract was awarded.

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# THE BEST

**A. C. BEDFORD,**

Contractor and Quarry Proprietor.

Office, 1014 E. Main Street, Richmond, Va.

QUARRIES:

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## Railroad Construction in 1910

New Lines Built in the South of About the Same Amount as Last Year, but Outlook Is Promising.

Baltimore, December 31.—The annual review of railroad construction regularly prepared at this season for the Manufacturers' Record shows that 291.5 miles of new line were completed this year in the South and Southwest, which is only seventeen miles in excess of the amount that was built in 1909. The amount built in the South proper, that is, excluding Missouri and Oklahoma was 187.2 miles, or eleven miles less than last year. It is estimated that next year in the South and Southwest there will be built 3,255 miles of line, or about 150 miles less than was estimated for 1910. In the South the outlook for the new year is 5,000 miles, or twenty-seven miles less than for the present year. It will be noted that the actual construction for 1910 runs but little more than half of the amount estimated at the beginning of the year, and if a corresponding result is reached during 1911 the actual construction in the entire section under consideration will consequently be less than for 1910.

The small amount of line built is due principally to the fact that the railroads, on account of agitation concerning rates and because of increased expenses, had little to encourage them to build new lines, although much is needed, and the absence of some big roads from the record of construction is conspicuous. Consequently, until conditions are changed it is not to be expected that the financing of railroad extensions can be accomplished with ease, or that the companies will be disposed to undertake new work excepting such as is absolutely necessary for the movement of traffic. The most conspicuous pieces of new railroad built in the past year were of the latter character, and those promised for 1911 are the same. It may be noted that in the estimates for the new year only construction which is apparently assured of accomplishment is considered in the tabular statement, such as is merely contemplated is not embodied in the tabular statement, although it is mentioned in the detailed account below.

As usual, Texas leads the list of States with the largest amount of new

work for Oklahoma is remarkable. After 1903 there was an abrupt drop in her amount of construction from 1,111 miles to 255 miles, and since that time has been comparatively little built each year in that State. It must be remembered, however, that the large railroad companies soon after the opening of Oklahoma and Indian Territory began construction with each other in building, thus supplying the needs in the way of trunk lines for some time ahead, although they now need to build the lateral lines to keep up with the development of that country. The table follows:

One of the notable pieces of work accomplished in the past twelve months was the building of the Winston-Salem Railroad from Winston-Salem to Wadesboro, North Carolina, a link between the Norfolk and Western and the Atlantic Coast line. Another was the building of the Gulf and Texas, which will carry a tremendous coal tonnage from Virginia and West Virginia down to the Gulf of Mexico. Other notable work in prospect includes the Western Maryland's trunk line connection between Cumberland, Md., and Connellsville, Pa., to make a new route between the Atlantic coast, the Great Lakes and the Northwest; the Louisville and Nashville's extension of about 100 miles into the coal fields of Eastern Kentucky, together with the building of a branch by the Consolidation Coal Company into the same region; the completion of the Key West extension of the Florida East Coast Railway and the company's building of a new line into the center of Southern Florida; the extension of the Chattanooga, Georgia, and Birmingham, Ala., line to the Gulf of Mexico; the extension of the St. Louis and Kansas City Electric Railway, both of which are expected to keep which may soon begin construction.

	1902	1903	1904	1905	1906	1907	1908	1909	1910
Alabama	212	163	135	91	102	143	119	55	127
Arkansas	297	216	233	390	283	178	212	80	75
California	142	73	68	156	155	322	70	130	127
Georgia	292	114	125	178	226	201	96	162	95
Kentucky	113	116	13	113	75	16	45	88	86
Louisiana	256	436	125	211	22	54	177	96	131
Maryland	43	10	25	52	33	61	9	17	2
Mississippi	127	188	150	219	232	243	64	48	43
Missouri	220	244	352	80	76	112	26	15	32
North Carolina	153	125	84	159	192	264	124	153	161
Oklahoma	1,111	1,111	255	139	131	197	153	132	143
South Carolina	39	30	48	48	72	50	119	75	61
Tennessee	95	185	121	92	79	60	119	75	61
Texas	566	495	381	311	510	461	340	73	791
Virginia	94	54	62	31	162	255	210	28	38
West Virginia	123	285	209	175	216	79	86	141	110
Total	4,100	3,707	2,421	2,825	3,262	3,331	1,761	2,031	2,048

track, namely, 751 miles, with which amount she is far in the lead. North Carolina coming next with 161 miles, from which point the figures divide to almost nothing. Maryland having the smallest amount of any State.

Texas also leads the list for 1911 with 571 miles, and Florida second, proposing 481 miles, and Georgia promising 481 miles, but from that the figures fall off abruptly, and show the least promise of new mileage to be in Louisiana, namely, 35 miles. The new mileage in Texas is expected principally of the work done by the Santa Fe system, which will complete its extensive new construction, or at least most of it, during 1911.

In connection with this glance over the work of the year, it is particularly interesting to look farther and see what has been done since 1902, when a big record for railroad construction was made in the section under consideration. In the year 1902, when a new line was reported built, of which 1,271 miles was in the State, now known as Oklahoma, but part of which was then called Indian Territory. Texas in 1902 had only 566 miles of line to report, and although for the last several years she has built more than any other State. The grand total in 1902 fell off about 400 miles as compared with 1902, and in 1904 a low mark of 243 miles was made, from which there was a gradual rise until 1907, in which year 3,331 miles were reported. From this point there was an abrupt drop to 1,761 miles in 1908. In 1909 there were 2,031 miles reported, and, as noted above, the same as last. The large table presented herewith reveals that Texas established a low-water mark when she reported construction in 1905, leaving next year to a high record, and the last two years she has practically lived up to that mark, although 1907 and 1908 were considerably below it. The record

So, taking it by and large, it looks as if the real estate business in and about Richmond will start off in the good new year with something of an encouragement to say the least of it.

### Schools.

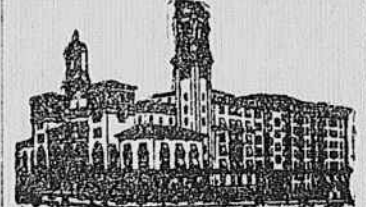
## Richmond Academy

Lombardy and Park Avenue.

Second Term Begins Monday, January 2nd.

Boys may enter reorganized classes to advantage at this time. Four seats in Lower School. For information phone or address WILLIAM L. PRINCE, Dean. Phones: Office, Madison 6265; Residence, Madison, 6572.

Table d'Hôte Dinners Saturday and Sunday evenings, 6 to 9 o'clock, \$1.50 each.



## THE JEFFERSON

Richmond, Va.

The most magnificent hotel in the South. European plan. Rooms single and en suite, with and without baths. Spacious sample rooms. Rate, \$1.50 per day and upward.

## THE LEXINGTON

Richmond, Va.

The most centrally located hotel in Richmond, being situated at the corner of Twelfth and Main streets. All cars pass the Lexington. Every modern convenience. FELIX KEEGAN and J. E. DONAHUE, Proprietors.

## MURPHY'S HOTEL

Richmond, Va.

A strictly modern house, fronting on three streets, the heart of the city. Rooms facing every way. J. LEE DAVIS, Proprietor.

## THE DAVIS HOTEL

Richmond, Va.

Opposite Main Street Station C. & O. S. A. L. Rys., Richmond, Va. Rates, \$1.00 and up. Rooms single and en suite. Every modern convenience. New breakfast service to and from all trains and steamboats. J. LEE DAVIS, Proprietor.

## Norfolk and Western Railway

Schedule of trains for Norfolk and Western Railway. Leave Richmond for Norfolk: 7:00 A. M., 9:00 P. M., 11:00 P. M. Arrive Norfolk: 9:00 A. M., 11:00 P. M., 1:00 P. M. Leave Norfolk for Richmond: 7:00 A. M., 9:00 P. M., 11:00 P. M. Arrive Richmond: 9:00 A. M., 11:00 P. M., 1:00 P. M.

## Life Insurance Company of Virginia

Incorporated as a Stock Company in 1871

Oldest - Largest - Strongest

## Southern Life Insurance Company

Progressive - Conservative

Issues the Most Liberal Forms of Life and Endowment Policies from \$1,000.00 to \$25,000.00

With Premiums Payable Annually, Semi-Annually or Quarterly

All Policies are Clear and Definite, and as Liberal as Safety Will Permit, and Their Values Are Absolutely Guaranteed.

Insurance in force September 30, 1910 OVER \$71,000,000.00  
Assets September 30, 1910 OVER 6,000,000.00  
Capital and Surplus September 30, 1910 OVER 1,100,000.00

JOHN G. WALKER, President

## Railroads.

### SOUTHERN RAILWAY

THAINS LEAVE RICHMOND DAILY.  
N. B.—Following schedule figures published as information and are guaranteed:  
4:30 A. M.—Daily—Limited—Durham and Raleigh. 4:45 A. M.—Daily—Limited—For all points South, Drawing Room Buffet Sleeping Car, Pullman, Ash-ville and Chattanooga. 5:00 P. M.—Ex. Sun.—Local for Durham and intermediate stations. 6:00 P. M.—Ex. Sun.—Local for Durham and intermediate stations. 6:30 P. M.—Daily—Limited—For all points South. Pullman ready 8:30 P. M.  
YORK RIVER LINE.  
4:30 P. M.—Ex. Sun.—To West Pt. connecting for Baltimore (Mon., Wed. and Fri. 6:00 A. M. Ex. Sun. and Fri. 6:15 A. M. Ex. Sun. and Fri. 6:30 A. M. Ex. Sun. and Fri. 6:45 A. M. Ex. Sun. and Fri. 7:00 A. M. Ex. Sun. and Fri. 7:15 A. M. Ex. Sun. and Fri. 7:30 A. M. Ex. Sun. and Fri. 7:45 A. M. Ex. Sun. and Fri. 8:00 A. M. Ex. Sun. and Fri. 8:15 A. M. Ex. Sun. and Fri. 8:30 A. M. Ex. Sun. and Fri. 8:45 A. M. Ex. Sun. and Fri. 9:00 A. M. Ex. Sun. and Fri. 9:15 A. M. Ex. Sun. and Fri. 9:30 A. M. Ex. Sun. and Fri. 9:45 A. M. Ex. Sun. and Fri. 10:00 A. M. Ex. Sun. and Fri. 10:15 A. M. Ex. Sun. and Fri. 10:30 A. M. Ex. Sun. and Fri. 10:45 A. M. Ex. Sun. and Fri. 11:00 A. M. Ex. Sun. and Fri. 11:15 A. M. Ex. Sun. and Fri. 11:30 A. M. Ex. Sun. and Fri. 11:45 A. M. Ex. Sun. and Fri. 12:00 P. M. Ex. Sun. and Fri. 12:15 P. M. Ex. Sun. and Fri. 12:30 P. M. Ex. Sun. and Fri. 12:45 P. M. Ex. Sun. and Fri. 1:00 P. M. Ex. Sun. and Fri. 1:15 P. M. Ex. Sun. and Fri. 1:30 P. M. Ex. Sun. and Fri. 1:45 P. M. 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